

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YELLOWSTONE NATIONAL PARK

YELLOWSTONE PARK, WYO.

SUPERINTENDENT

Copy from

FILE 143.

MONTHLY REPORT

FOR

J U N E,

1919.

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DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YELLOWSTONE NATIONAL PARK

YELLOWSTONE PARK, WYO.

SUPERVISOR

July 9, 1919.

The Director,
National Park Service,
Washington, D. C.

Sir:

I have the honor to submit my report of conditions in the park for the month of June, 1919:

← GENERAL STATEMENT. *Continued*

The Yellowstone National Park was set aside by Act of Congress March 1, 1872, (Secs. 2474 and 2475, R. S., 17 Stat., 32) as a pleasuring-ground for the benefit and enjoyment of the people, and placed under the control of the Secretary of the Interior, who was authorized to make such rules and regulations as he deems necessary for the care and maintenance of the park. It is situated principally in northwestern Wyoming, but laps over a little more than two miles into Montana on the north, and about two miles into Montana and Idaho on the west. Its dimensions are about 62 miles north and south, and about 54 miles east and west, giving an area of about 3,348 square miles, or 2,142,720 acres. Its altitude is 6,000 to 11,000 feet.

The park was governed by civilian superintendents, assisted by a few scouts, from the time it was set aside until August 10, 1886, when, under authority contained in the Sundry Civil Act, approved March 3, 1883, at the request of the Secretary of the Interior, the Secretary of War detailed troops of United States Cavalry to protect it, the commanding officer acting as park superintendent and reporting directly to the Secretary of the Interior. Troops were withdrawn from the park on October 16, 1916, and were returned on June 26, 1917. By the sundry civil act of July 1, 1918, Congress provided for a force of civilian rangers to protect the park. The troops were permanently withdrawn and the post of Fort Yellowstone was formally abandoned on November 1, 1918. The same act of Congress which appropriated funds for protection of the park

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OFFICE OF SUPERVISOR

also placed the appropriations for maintenance and improvement under the Secretary of the Interior, instead of under the Secretary of War, as heretofore, and permitted the combining of all work under this office.

The local office of the U. S. Weather Bureau, Department of Agriculture, is in charge of Mr. G. E. Lawton, Observer; temperature and precipitation records are also made by the rangers at several of the stations, for the Weather Bureau.

The United States Department of Justice is represented by Mr. John W. Meldrum, United States Commissioner, who is authorized to try all violators of park rules, regulations, or laws. Mr. Meldrum returned from leave of absence on June 10th.

Park headquarters for all departments and most of the concessioners is located at Mammoth Hot Springs. 269 miles of telephone line connect headquarters with sub-stations. A hydro-electric power plant furnishes the light for buildings and grounds at headquarters. Water, electric current, and telephone service are furnished other departments of the Government in the park by the National Park Service, without charge. During June the hydro-electric power plant was run both day and night.

CONDITIONS FOR THE MONTH OF JUNE.

The mean temperature was 59.3, which was 3.3 degrees warmer than normal. With two exceptions, the month was the warmest June on record. All tender vegetation was killed by a temperature of 28 which occurred on June 1st and 2nd. But 0.14 of an inch of rain fell during the month, which is 1.5 inches less than normal for the month--the lightest rainfall recorded for any June in 33 years. This high temperature, little moisture, and the fact that there was but little snow last winter, combined to make the month of June the driest one on record. The vegetation is drying up on the range, the forests are exceedingly dry, and the danger from forest fires is great. Many special precautions are being taken.

A copy of the Monthly Meteorological Summary is inclosed herewith.

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YELLOWSTONE PARK, WYO.

PERSONNEL

OFFICE OF SUPERVISOR

EMPLOYEES. *small letter*

Mr. George E. Goodwin, Civil Engineer, National Park Service, returned from his trip to western parks on June 15th.

Mr. Chas. P. Punchard, Landscape Engineer, National Park Service, was in the park throughout the month, directing the improvement work of the camping company, and looking after improvement of conditions in the automobile camps, etc.

The following-named regular employees were carried on the payrolls during the month of June:

- 1 Chief Clerk (Acting Superintendent)
- 1 Purchasing Clerk and Special Disbursing Agent
- 6 Clerks
- 2 Assistant Engineers
- 1 Assistant Engineer, beginning June 11th
- 1 General Foreman
- 2 Electricians
- 1 Electrician, June 1st to 22nd, inclusive
- 1 " , beginning June 23rd
- 1 Telegraph Operator
- 2 Linemen
- 1 Plumber
- 2 Telephone Switchboard Operators
- 1 Blacksmith
- 1 Handyman
- 1 Laborer
- 1 Overseer, June 1st to 6th, inclusive
- 3 Foremen
- 1 Foreman, beginning June 7th
- 1 " " " 6th
- 1 " " " 21st
- 1 Master Mechanic
- 1 Auto Mechanic, beginning June 12th
- 1 Buffalo Keeper
- 1 " Herder, beginning June 5th
- 4 Assistant Chief Rangers
- 5 First-class Park Ranger
- 16 Park Rangers
- 1 Park Ranger, beginning June 13th

2	Park Rangers,	beginning	June	14th
1	"	"	"	15th
7	"	"	"	16th
5	"	"	"	17th
1	"	"	"	noon of June 17th
1	"	"	"	June 18th
1	"	"	"	19th
2	"	"	"	21st
3	"	"	"	22nd
2	"	"	"	23rd
1	"	"	"	25th
1	"	"	"	noon of June 30th

In addition to these, several carpenters, gas-engine-men, chauffeurs, mechanics, etc., were employed for temporary service to keep up the work of construction and maintenance at headquarters and to keep the crews in the field going.

We have cooperated with the Labor Bureau in finding employment for discharged soldiers, but the fact that less have been sent here than asked for indicates that there is plenty of work for those anxious for it, in this part of the country.

DISTRIBUTION OF PARK RANGERS.

By the end of the month the force of rangers had been organized for summer work, and all temporary rangers had been sworn in and assigned to stations. The force consists of four assistant chief rangers, one of whom acts as chief ranger, five first-class park rangers, fifteen park rangers, and twenty-nine temporary park rangers--fifty-three in all. Stations were as follows:

Assistant Chief Ranger James McBride (Acting Chief Ranger) was stationed at headquarters, but spent most of his time traveling by motorcycle from one station to another, getting the new men at their stations and giving them instructions.

Assistant Chief Ranger James P. Brooks was in charge of the Southern Division, including Snake River, Bechler, Lake, Thumb, Upper Basin, and Sylvan Pass districts. He traveled

about among his stations, gave particular attention to fire patrols, and assisted in repairing the buildings at Bechler Station and making a first-class root cellar there.

Assistant Chief Ranger Harry Trischman was stationed at headquarters, in charge of the several rangers there engaged in formation patrols, tame herd of buffalo, and camp patrols.

Assistant Chief Ranger Charles J. Smith directed the work of putting up road mile-post and junction signs until about June 20th, when he was sent to the west side for station, taking charge of the work under Upper Basin Station so far as it relates to formation patrols and the regulation of travel (fire patrols in this district are under Brooks and made mostly from Bechler Station), Fountain, Riverside, and the west side checking station.

At headquarters were: Ranger Dustman in charge of the Chief Ranger's office; and under Assistant Chief Ranger Trischman, First-class Park Ranger Peter Lawson, who does formation patrol and looks after and drives up the tame herd of buffalo; Ranger Wiggins, who devotes all of his time to repairing motorcycles and keeping them in order; and Rangers Seymour, Turner, and Confarr, who are detailed to guard the formations, and guard and keep order in the private camps at headquarters. Ranger Clark, who reported for duty on June 25th, was also employed at headquarters until the end of the month. In addition to the duties mentioned above, the force at headquarters did much improvement work in connection with the automobile shelter at headquarters, policing up the grounds, getting a good supply of wood, and assisting the workmen who were putting in a rest room, electric lights, and plumbing.

At Gardiner Station (northern entrance) First-class Park Ranger Thad C. Pound was in charge, assisted by Ranger McLaughlin. These rangers have to devote all of their time to registering at the entrance gate and attending to the gate at the main entrance arch which is opened before and after the arrival and departure of all trains.

At Gallatin Station Ranger Joseph Douglas was in charge, and he was assisted by Ranger Frank B. Richard after June 16th. The work at Gallatin Station consisted principally of registering travelers and making important fire patrols.

At Bechler Station Ranger Winess was in charge, assisted by Ranger Russell. In addition to making regular fire patrols, which are most important now due to the extreme dryness, these men repaired the station buildings and painted the house on the outside, and completed a first-class root cellar.

At Tower Falls Station Ranger Frazier was in charge until the opening of the park season, when it was placed in charge of Ranger George E. Owen, who is assisted by Ranger Mead. In addition to regulating travel and keeping cars from going in the reverse direction, long, arduous fire patrols have to be made regularly from this station.

Soda Butte Station was in charge of Park Ranger George Winn, assisted since June 22nd by Ranger Reese. Fire patrols are also most important from this station, and it is necessary that one man be constantly at the station.

Norris Station was in charge of Ranger Cushman, who was assisted by Ranger Hauseman. A daily patrol is made to Virginia Meadows; formations have to be patrolled during the day-time; and there is considerable extra work regulating traffic at the Norris Junction.

At Riverside Station Ranger Purdy was in charge, and was assisted by Ranger Townsend. Up to the middle of June, the checking of travel and sale of automobile tickets for the western entrance was done from this station. Later this was taken over by the checking station at the western entrance. Six long firepatrols each week have been required from this station.

At Yellowstone Checking Station Ranger Scherer was placed in charge of the checking, on account of his business qualities and former experience in that line. He was assisted by Ranger Hurlless, and before the end of the month I found it necessary to assign an additional man to this station, so a little time could be devoted to keeping in touch with travel; and Ranger Clemons was assigned to this station.

At the Fountain Station First-class Park Ranger Dewing was in charge, and was assisted by Ranger Hanson. The work here consisted of formation patrols, regulating traffic, and fire patrols.

At Upper Basin Station Ranger Mazzanovich was placed in charge, and assisting him were Rangers Harrison, Watkins, Ingersoll, and McDougall. Much time has to be devoted to formation patrols; daily patrols are made to the camps in the vicinity and to Black Sand Basin and Biscuit Basin. A guard is kept on watch all night, to guard against fires and the depredations of bears.

Ranger Eline was in charge of Snake River Station (southern entrance), and was assisted by Ranger Purdue. One man has to be constantly on duty at the entrance, registering tourists and selling automobile tickets. There is one long patrol made to Upper Yellowstone every week, requiring saddle and pack horses.

At Thumb Station Ranger Boatwright was placed in charge, and is assisted by Ranger Troutman. The duties here are to guard the paint pots and formations, and regulate traffic.

At Lake Station First-class Park Ranger Little was placed in charge, and he has Rangers Goode and Woods to assist him. Frequent fire patrols were made, mounted, from this station. Camps in the vicinity were regulated and kept clean, and a night guard is maintained to provide protection from fire and bears.

At Sylvan Pass Station (eastern entrance) First-class Park Ranger Wisdom was placed in charge, and is assisted by Ranger Druskin. One man is constantly on duty at the station, registering parties and selling entrance tickets. The other makes short patrols to camp grounds, and long ones for fire up Eagle Creek and to Frost Lake.

At Canyon Station Ranger Dupuis was placed in charge. His assistants are Rangers Kintner, Snow, Howard, and Nichol. Here patrols were made to nearby camps and down along the Canyon to Inspiration and Artist Points. A guard was maintained throughout the night for protection from fires and bears; and Ranger Dupuis was engaged much of his time regulating traffic between the hotel and the permanent camp, where the road is steep, crooked, and in places narrow and not provided with guard rails. By persistent efforts he has succeeded in slowing down the traffic so no accidents have occurred on that dangerous bit of road.

Four men were on duty as motorcycle patrols after the opening of the regular season, namely Rangers Frazier, Scoyen, Tyler, and Roney. These men have made regular patrols and have covered the loop road twice daily, except between Thumb and the Lake outlet, except in particular cases where they had to lose time or change schedules on account of making arrests or other good reasons. Generally speaking, their work has been very successful, and has had an excellent effect upon drivers of all kinds of motor vehicles in the park. The patrol between the eastern and southern entrances has not yet been put on, as one of the motorcycles is awaiting repair parts from the factory.

Copies of Instructions to Rangers and of Special Instructions for Handling Automobile Traffic at Entrance Stations, issued under date of June 14, 1919, are inclosed herewith.

Other permanent employees were on duty at headquarters, maintaining office and storehouse, shops, telephone lines, power plant, buildings, water and sewer systems, etc.; and others were engaged in engineering and improvement work: remodeling buildings at headquarters, construction, maintenance and repair, etc., under the direction of Civil Engineer Goodwin.

Leaves of absence: The following leaves of absence were granted during the month of June, 1919:

Clerk Jacob P. Bower,	afternoon of June 7th,	$\frac{1}{2}$ day.
" Walden H. Pendell,	" " " "	" "
" Alexander C. Wiley,	" " " "	" "
" " " "	, June 13th to 14th, inclusive,	

2 days.

Clerk Andrew R. Edwin, June 13th to 14th, inclusive,

2 days.

Telephone Switchboard Operator Nellie Roach, June 3rd to 16th, inclusive, 12 days.

Appointments: *and promotions:* The following appointments became effective during the month:

Effective June 1st, James B. Small, General Foreman, \$160 p.m.
1st, Eivind T. Scoyen, Park Ranger, \$1200 p.a.
1st, Burton C. Lacombe, Buffalo Keeper, \$1200 p.a.

Effective June 1st,	Albert Collins, Electrician,	\$1200	p.a.
12th,	R. G. Horner, Auto Mechanic,	\$120	p.m.
13th,	William H. Harrison, Park Ranger,	\$100	p.m.
17th,	Oren L. Snow,	" "	100 "
17th (noon),	Fred J. Kintner,	" "	100 "
16th,	Charles H. Watkins,	" "	100 "
17th,	John L. Tyler,	" "	100 "
5th,	Ralph V. Harr, Buffalo Herder,		100 "
17th,	Dean M. Hauseman, Park Ranger,		100 "
21st,	Whitney N. Seymour,	" "	100 "
1st,	Deate T. White, Foreman,		1800 p.a.
6th,	Charles W. Enochs,	" "	1800 "
7th,	John A. Evans,	" "	1680 "
17th,	Clyde E. Roney, Park Ranger,		100 p.m.
21st,	L. Dow Nichol, Jr.,	" "	100 "
23rd,	James Kent Erwin, Electrician,		1200 p.a.
22nd,	Howard M. Turner, Park Ranger,		100 p.m.
22nd,	Gene S. Confarr,	" "	100 "
19th,	George F. Ingersoll,	" "	100 "
22nd,	Bert S. Reese,	" "	1200 p.a.
23rd,	Nelson J. Howard,	" "	100 p.m.
23rd,	Dan C. McDougal,	" "	100 "
14th,	Sam Hurless,	" "	100 "
16th,	Elmous M. Mead,	" "	100 "
28th,	Clarence O. Lauer, Clerk,		1440 p.a.
21st,	Fauntley E. Muse, Foreman		1680 "
1st,	Bert L. Stinnett, Master Mechanic,	1440	"
1st,	William H. Ferrell, Foreman		1560 "
11th,	Clair H. Conrick, Asst. Engr.,		1800 "
30th,	(noon), George R. Clemons,		
	Park Ranger,		100 p.m.
17th,	George E. Owen,	" "	100 "
25th,	Thomas Clark,	" "	100 "
16th,	Harold L. Woods,	" "	100 "
16th,	Roger C. Goode,	" "	100 "
15th,	Carroll W. Boatwright, Park Ranger		100 "
18th,	William C. Troutman,	" "	100 "
14th,	Norman W. Scherer,	" "	100 "
16th,	Frank B. Richard,	" "	1200 p.a.
16th,	Louis Druskin,	" "	100 p.m.
16th,	Thomas E. Hanson,	" "	100 "
23rd,	Arthur W. Burney, Asst. Engr.,		150 "

Vacancies: The following vacancies existed in our regular force at the close of June, 1919:

- 1 Chief Ranger
- 1 Assistant Buffalo Keeper
- 1 Watchman

Arrangements are being made with the Civil Service Commission to make permanent appointments to several positions now filled by temporary employees.

Purchase of War Savings Stamps: During June employees of this office purchased War Savings Stamps to the amount of \$20.85. ✓

Subscription to Victory Loan: During May employees of this office purchased \$11,100 of Victory Loan Bonds, and other residents of the park purchased \$2,500 worth. This was reported by telegram of May 8th, and is reported at this time because mention of it was omitted from the last monthly report. ✓

ANIMALS, DOMESTIC.

Forty-seven horses were brought into the park by the Yellowstone Park Camping Company on June 3rd, for use as saddle horses for hire to tourists, and were distributed at Mammoth and Canyon camps for this purpose.

Thirty saddle horses were brought in by the Yellowstone Park Transportation Company the same date, and were taken to Canyon and Upper Basin for rent to tourists.

A herd of about 150 milk cows and calves, with necessary bulls, was brought in on June 9th for furnishing fresh milk for hotels, and a few days later a herd of about 90 was brought in for use at the permanent camps. Both of these herds had recently been given thorough tests for disease, and the owners held certificates of health from state veterinarians of Montana.

Mr. H. C. Biering of Cameron, Madison County, Montana, representing the Taylor Fork Cattle Company, called on me on June 30th relative to the difficulty he has experienced in keeping his cattle out of the park on Gneiss Creek. He has grazing

permits for 960 head of cattle in Madison National Forest, adjoining the park, and now that the range is drying up, his men have trouble keeping the cattle out of the park. He is making arrangements to move the herd out of that section by the middle of July.

GRAZING.

While there is ample food for the wild animals at present, the very dry season will doubtless result in a very short range for winter, and a price for hay in this vicinity higher than ever known before. Due to short feed in the valleys, hot weather and early flies, the elk, deer, antelope, and sheep are higher up in the mountains than usual at this time.

FOREST FIRES.

Two fires were found that would have been serious had they not been discovered and extinguished before they made any headway. One was at a point about 13-3/4 miles south of Mammoth, beside the road, on June 15th, and the other, near the Morris Hotel on June 22nd. In both cases it was evident that the fires started from cigarette butts that had been cast aside carelessly without first extinguishing them. The fire on June 15th was discovered by parties passing along the road, among them Mr. Nichols, Mr. Hays, and Mr. Earl Hall of Gardiner. They stopped and did some hard, quick work, and I happened to arrive on the scene in time to help at the finish.

In the case of the fire on June 22nd, Ranger Cushman and the two or three men available at the time to assist him were unable to hold it, and he phoned for help. Twenty men were dispatched to the scene, in cars furnished by the Transportation Company, and the fire was held without becoming serious.

Since July 1st several small fires have been extinguished, and in most cases they were apparently started in the same manner, namely by cigar or cigarette stubs. Everything is exceedingly dry, and the danger of serious fires is the worst ever known. It became so bad that I wired for warning stickers to paste on windshields. Action is taken whenever the blame for leaving a camp fire burning can be determined, and there are any

witnesses. Since July 1st one man has been tried, and paid his fine; and another party was brought in from the west entrance, but had to be turned loose from lack of evidence. Fortunately, there have been no severe thunder storms, and the menace from lightning has not been great.

FISH.

Due to very low water early in the summer, the fly fishing season is several weeks ahead of the normal time. Consequently, fishing has been most excellent in practically all of the streams, and has been much enjoyed by tourists and residents.

The Yellowstone Park Hotel Company and the Yellowstone Park Camping Company have each been permitted to employ one fisherman with special permission to take more than the number allowed by regulations, from Yellowstone Lake Outlet and the river just below the outlet, for supplying the hotels and camps. They do not secure a sufficient number of fish to supply all the hotels and camps, but ship considerable in from the Pacific Coast.

The U. S. Bureau of Fisheries continued its operations in the park, at the hatchery on Yellowstone Lake near the outlet. They also finished operations at Soda Butte Lake, and moved the crew from there to the main hatchery at the Lake Outlet.

MAINTENANCE AND IMPROVEMENT.

The following notes on work accomplished in the way of improvements and construction were furnished by Mr. Goodwin, who directed it:

At the beginning of the month there were four small crews, each of about 12 to 15 men and 5 teams, at work on putting the belt road in shape for the season's travel. One crew of the same size was also working on the approach road through the east forest. A small force was also completing the gravelling and rolling of the new portion of the road around the Gardiner Slide and in improving the remainder of the road between Mammoth and Gardiner. One additional crew was put on shortly after the first of the month, and between that date and the opening of the tour-

ist season on June 20th all of the beltline roads had been worked over and put in as good shape as the dryness of the season would permit. The road to the east entrance had also been worked over and put in excellent shape, as had the road through the east forest. One crew had been over and done temporary repairs to the Mount Washburn road, and the emergency repairs necessary to get automobiles and other vehicles over the road from Yellowstone to the Gallatin entrance had also been made.

Owing to the extreme dryness of the season--there has been practically no rain since about the first of May--the roads began to rut up badly with traffic and became very dusty. Accordingly, arrangements were made for starting the sprinklers; and the first sprinkler was put at work sprinkling the roads on the 16th inst. Since that date the force has been augmented as rapidly as the teams and men could be secured and the supply tanks put in condition and the water turned into them, there being a force of about 40 or 50 men and between 30 and 40 teams engaged on this work at the end of the month, at which time all of the sprinkler tanks available were in use, and as much of the road system as water could be secured for was being sprinkled. Where it has been possible to secure water without difficulty the roads have gradually ironed out in good shape, and the dust is generally thoroughly laid. At other places where it is difficult to secure water--and such is the case in many portions of the park--the sprinkling has not been as effective but it has done some good.

To remedy the shortage of water a number of sprinkling tanks have been supplied with additional pumps and helpers have been placed on them, so that water might be pumped where heretofore it was possible to take the water from the supply tanks. In addition to having all of the horse-drawn sprinklers at work, there was built and put in use the latter part of the month a heavy automobile truck sprinkler; and a second truck of similar size is being arranged for mounting tanks, and shortly both of these automobile trucks will be in use.

During the last few days of the month maintenance crews were being sent over the roads for the second time, filling in chuckholes and making such emergency repairs as could be made; but, until rain comes or until the roads can be more effectively sprinkled, many of these repairs are not very ef-

fective. This work consists, in general, of filling up the worst chuckholes which are being developed.

In addition to the work on the roads in the way of maintenance and improvement, considerable incidental work was done, such as repairing equipment, repairs and improvements to buildings, the construction of a stockade around the temporary magazines about a mile south of Gardiner, and other miscellaneous work.

But little improvement work was done by concessioners, as they had all they could attend to in getting ready for a heavy travel which began the first day of the season. The Camping Company took care of a number of travelers while their camps were being erected, beginning June 1st, as travel in private cars began about that time.

The work of building a road to the west entrance of Mammoth camp, building a gravel walk, and a lawn, by the Camping Company, on suggestions of Mr. Punchard, was completed, but the lawn has not yet been seeded and is very dry and dusty.

Mr. C. A. Hamilton put a new hard maple floor in his Upper Basin store, and built a concrete porch and steps on the side of the building next to the main road.

All concessioners were in the park, and more or less in readiness for business on the opening day of the season, namely June 20th.

The work of seeding the field at the northern entrance was finished and the work of irrigating has kept one man busy since it was done.

One man is employed constantly irrigating the meadows at the buffalo farm, and two teams were engaged throughout the month plowing, harrowing, and seeding meadow lands for raising hay. The water for irrigating is short, as it is in most places, and the hay crop is likely to be short.

The rangers at Bechler Station repaired the fireplace and chimney, repaired the shingle roof, and painted the outside of the station building a meadow green, with darker trimmings.

They also repaired the stables and woodshed slightly, and built a new root-cellar about 9' x 10' x 8' high, with log walls and double doors, all well covered with earth.

Under direction and personal supervision of Mr. Funchard, a few men thinned out the trees so as to give a better view of the Wraith Falls from the Tower Falls road, and in front of Angel Terrace at Mammoth Hot Springs so a better view could be had.

A crew of two men under Foreman Farrell put up the new metal signs along the road and at junction points around the belt line, except from Lake Junction to Canyon, Tower Falls, and Mammoth. In this work Assistant Chief Ranger Smith assisted and measured the distances for mile-post signs with a motorcycle. ✓

From June 21st to 30th a small crew of men with pack transportation went over the trail from the mouth of Soda Butte to Mary Bay, via the Upper Lamar River, clearing out all fallen timber, and repairing sidehill grades where needed, repairing pole bridges, and cutting a few hundred feet of new trail in places where the old one was washed out. This crew is continuing on to the Upper Yellowstone via the east side of the lake, thence to the south entrance via Big Game Ridge. ✓

MONIES TRANSMITTED.

The usual report of monies collected, due, transmitted, etc., together with money orders and checks, totaling \$75.85, as called for in the reports on Forms 10-59 and 10-60, is inclosed. Please acknowledge receipt.

NATURAL PHENOMENA.

Nothing special was noted in the natural phenomena of the park, except the fact that the water is very low in the hot springs, as well as in the streams.

TRAVEL CONDITIONS.

On June 1st the prospects were better than usual for excellent roads at the beginning of the tourist season. All of the belt line was free from snow, except a little in Dunraven

Pass, and the travel from Canyon to Mammoth came in via Norris until June 26th, when the transportation company began routing their cars through the pass, and via Tower Falls. Several small road crews made the usual preliminary trips opening up culverts, smoothing out the ruts, and making slight repairs so as to render the roads safe. A car went over the Continental Divide from Upper Basin to Thumb on June 5th without any trouble whatever, and the same date one came in via the southern entrance and reported the road free from snow. Had the rainfall in June even approximated the normal, the roads would have been excellent; but the last good shower we had was 0.52 inch of rain on May 9th and 10th. The result of the lack of rain was to make the roads very dry, and heavy travel began very early, cutting and rutting the roads, and grinding the dust into powder. Three hundred and forty-eight private automobiles came in from June 1st to 19th inclusive, and on the 20th the regular season began with heavy travel, on account of the great number of Rotarians coming from their convention. This extra heavy travel taxed the efforts of the Transportation Company, and with so many cars running all day and part of the night in all directions, trying to take care of the crowds, the roads soon became very dusty and dry; and there were many complaints of the dust. But very little sprinkling was required during the 1918 season, as there was much rain and the travel was light, so many of the tanks used for storing water for sprinkling were badly dried up from disuse for two years, and there was much to be done to get them in working order.

For all of these conditions, the roads were substantial and safe, and in but few cases would the dust have been a great source of annoyance to tourists, had there been facilities for taking all of the heavy rail travel over the usual route on schedule time, as it is only on meeting cars, or occasionally with a very strong following wind, that dust will bother. Most of the sprinklers are now at work, but with the exceedingly dry condition the water dries so rapidly as to be of little use in many cases.

VISITORS.

Herewith is the Chief Ranger's travel report for June, showing a total of 6,580 tourists for the month, of which 2,515 came in with the regular transportation company after June 20th.

June travel for other years since and including 1915 was as follows;

1915	7,578
1916	2,446
1917	1,561
1918	1,225

The season total at the end of June was 6,970, and to July 8th it was 11,447. Up to and including June 30th, 1,092 private automobiles had entered the park this season; to July 8th the number had increased to 1902. The prospects seem good for a record season.

Special visitors: On June 17th Mr. C. J. McAllister, Special Agent for the Secretary of the State of Montana, representing the transportation department, called officially to ask cooperation in persuading cars entering the park from his state to comply with the state laws as to license, tags, etc., and arrangements were made to notify him in case of delinquents.

Mr. J. L. DeHart, Game Warden of the State of Montana, passed through the park on official business on June 26th.

Mr. Ernest Shaw, Supervisor of the Absaroka National Forest, called on June 20th, with Mr. Bodley, Supervisor of the Gallatin Forest, and representatives of the committee interested in the question of supplying the elk with winter range.

Mr. L. C. Hutt, cameraman for the Pathe Company, was in the park for several days, operating for his company.

Hon. W. C. Adamson and wife called on June 29th, while passing through on their park trip.

Mr. M. P. Skinner and wife came in on June 10th, and were here for several days.

COMPLAINTS.

While quite a number of complaints were filed, and others were heard of indirectly, they were few, considering the unusual volume of travel, and the fact that neither the hotel, camp, or transportation company expected such large crowds on the opening date and for the few following days and were not any too well prepared to receive them.

During the first few days of travel, beginning June 20th, the transportation company had more business than it could handle properly with the organization it had at the time, and the fact that the hotels and camps were also heavily taxed so it was necessary to favor them by reversing the schedule in some instances made it all the harder for the company to give satisfaction. I made it a point to move about among these crowds as much as possible, with a view to noting complaints and seeing how the crowds were handled. The most frequent cause for complaint, as I found it, was failure of the transportation Company to get people away from the railroad station at Yellowstone, due to late trains, large crowds, and apparent lack of organization in loading the cars and getting them away. Many of the drivers were new in the park, and, while they drove carefully and I heard but few complaints on this score, it is a fact that some times they got on the wrong road and had to retrace their steps. There were many complaints of the dust, due to lack of sprinkling the roads, but with normal travel and other conditions so the tourists could have been taken around the regular trip and on regular schedule by the transportation company, dust would seldom have interfered with the comfort of travelers.

Another frequent and serious complaint at the beginning of the season was on some occasions poor meals at the camps; but I notified the camping company of this, and found they were already aware of it and were correcting it as rapidly as possible.

Several complaints were made by members of the Rotarian party of the manner in which Ranger Harrison, formation guard at Upper Basin, treated people who were on the point of breaking or scratching the formations; but on investigation I found that there were two sides to the case in most instances, and he was cautioned to be tactful in his attitude towards the public, and to caution people where he had an opportunity, rather than let them get into trouble.

The few specific complaints received have been kept on file after action had been taken.

WILD ANIMALS.

The tourists who came to the park early in the season often saw elk and deer along the road, but the season has been so dry most of them have now gone up to the mountains where they

are seldom seen. The few herds of elk that have been seen by rangers on patrols appear to have the usual number of calves with them.

Buffalo, tame herd: The tame herd of buffalo has been kept back near the top of Mount Norris, which was necessary on account of the dry season in order to secure good feed for them and keep them away from the flies. A show herd of 18 of the large bulls was brought in to Mammoth, where they are on exhibition and are seen by many tourists. There are now 75 calves in the tame herd of buffalo.

Wolves and coyotes: Wolves and coyotes were not in evidence, and none were killed during the month.

PROTECTION AND CARE OF GAME.

No reports were received of any evidence of poaching in the park.

ARRESTS AND VIOLATIONS OF THE LAW.

Quite a number of arrests were made for various infractions of the regulations during the month. The most important of these were as follows:

One man was arrested for speeding near Yellowstone, and three men were arrested for defacing and breaking the formation at the Upper Basin; but all were released after being severely reprimanded.

SANITATION.

The grounds in the vicinity of headquarters and in the main public camps at Upper Basin, Lake and Canyon were kept policed and in good condition. Due to lack of truck transportation, we were unable to send a party around the park during the month to police the smaller camps, but this is being done at the present time.

ACCIDENTS.

No accidents of any importance were reported in the park during the month. This fact is rather remarkable, considering the number of automobiles traveling in the park and

the fact that many of the drivers were new and unacquainted with the roads. But few cases were reported of fast or careless driving. The introduction of the motorcycle road patrols has, in my opinion, a wonderful effect upon the safety of travelers in the park. While these patrolmen are few in number, we have changed their schedules frequently, so that no one knows when or from what direction they are coming, and they have cautioned many drivers who were inclined to travel too fast or recklessly around corners.

MISCELLANEOUS.

Moving picture shows were held at headquarters weekly for the entertainment of employees.

PROPOSED WORK FOR JULY.

Continued maintenance and improvement work under the direction of Civil Engineer Goodwin.

General police of grounds throughout the park, especially in the vicinity of the points of interest where campers congregate.

Maintenance and repair of buildings, grounds, water and sewer systems, power plant, and telephone lines.

Special care of wild animals, keeping up patrols for fires, poachers, etc., repairs to ranger stations, auto checking, motorcycle patrols and regular summer work by the ranger force.

Completion of seeding of the fields at the northern entrance and at the buffalo farm, and watering the fields to insure a crop of hay.

Very respectfully,

Chester A. Lindsley,

Acting Superintendent.

CAL:ACW

Incls.

July 1st 1919

Report of work by trail crew for month of June
1st moved to mouth of Soda Butte Creek on Lamar
22nd moved to Cash Creek
moved to Miller Creek, cut out trail and repaired
across Calfee Creek, 24th Repaired a grade
bank of river, 25th moved to old snow shed
made 200 yds new trail 200 ft. Side hill grade
26th cut 150 yds new trail and 150 ft. grade
moved to Cold Creek cleared trail
moved to Mist Creek
" " Cody Road
Camp near Cody Road reset stakes

Thos Farrell